identifying the holder of the same and certifying that he is a member of the crew."

RULES UNDER ACT XLI OF 1920

WIRELESS TELEGRAPHY (SHIPPING)

THE INDIAN WIRELESS TELEGRAPHY (SHIPPING) RULES, 1922

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In exercise of the power conferred by section 6 of the Indian Wireless Telegraphy (Shipping) Act, 1920 (XLI of 1920), the Governor General in Council is pleased to make the following rules :—

XLI of 1920.

1. *Short title and commencement.*—(1) These rules may be called the Indian Wireless Telegraphy (Shipping) Rules, 1922.

(2) They shall come into force on the 1st August 1922.

2. *Definition.*—In these rules, unless there is anything repugnant in the subject or context,—

'Coasting trade' means trade exclusively carried on between the ports specified in the definition of 'home-trade ship' in section 118 of the Indian Merchant Shipping Act, 1859.

'Number of hours occupied in a voyage from port to port' means the normal number of hours occupied in a voyage between one port of call and the next. In the case of river ports the duration of the voyage shall count from pilot ground to pilot ground.

I of 1859.

'The Act' means the Indian Wireless Telegraphy (Shipping) Act, 1920.

3. *Classification of Ships.*—For the purposes of these rules ships shall be classified as follows :—

XLI of 1920.

Class I.—Ships carrying 200 persons or more which are not engaged in the coasting trade.

Class II.—Ships not engaged in the coasting trade carrying not less than 50 but less than 200 persons and ships engaged in the coasting trade carrying 50 persons or more.

Class III.—Ships carrying less than 50 persons.

In reckoning the number of persons carried by a ship there shall be included the normal crew of the ship and the maximum number of passengers permitted to be carried by the passenger certificate of the ship.

4. *Installation to comply with requirements of Radio telegraph Convention.*—

international agreement or of any international agreement by which the said Convention of 1912 may be superseded.

5. *Nature of installation.*—The installation shall be of the spark or interrupted continuous wave type.

6. *Installation to consist of a normal and an emergency installation except in certain cases.*—(1) The installation shall include a normal installation and an emergency installation, except that where the normal installation complies with the requirements of this rule as to emergency installations as well as with those as to normal installations a normal installation alone shall suffice.

(2) A normal installation must be capable of transmitting clearly perceptible signals from ship to ship over a range of at least 100 nautical miles by day under normal conditions and circumstances.

(3) An emergency installation must include an independent source of energy capable of being put into operation rapidly and of working for at least six continuous hours with a minimum range from ship to ship of 80 nautical miles for ships of Class I, and 50 nautical miles for ships of Classes II and III, and such independent source of energy must be capable of being worked for at least six continuous hours independently from the source of propelling power for the ship, the steam supply system and the main electricity supply system.

7. *Means of communication to be provided between the bridge and wireless telegraph room.*—There shall be provided between the bridge and the wireless telegraph room means of communication by voice pipe, telephone or other means and an operator or watcher when on duty shall not leave the wireless telegraph room to deliver messages or to call his relief.

8. *Requirements to be complied with by ships not fitted with automatic apparatus.*—If not fitted with an approved automatic apparatus for registering the signal of distress—

(*i*) A ship of Class I shall carry certificated operators in accordance with the following table, and while at sea a certificated operator shall be always on watch :—

Nature of Voyage.	Number and grade of Operators.
(*a*) Voyage exceeding 48 hours from port to port.	Three operators, of whom one shall hold a First Grade certificate, and not more than one a Third Grade certificate.
(*b*) Voyage exceeding 8 hours but not exceeding 48 hours from port to port.	Two operators, of whom one shall hold a First or a Second Grade certificate.
(*c*) Voyage not exceeding 8 hours from port to port.	One operator who shall hold a First or a Second Grade certificate.

(*ii*) A ship of Class II shall carry certificated operators and certificated watchers in accordance with the following table, and while at sea a certificated operator shall always be on watch at the times specified in Schedule A to these rules, and either

a certificated operator or a certificated watcher shall always be on watch at other times :—.

Nature of Voyage.	Number and grade of Operators and Watchers.
(*a*) Voyage exceeding 48 hours from port to port.	One operator who shall hold a First or a Second Grade certificate, and two watchers.
(*b*) Voyage exceeding 8 hours but not exceeding 48 hours from port to port.	One operator who shall hold a First or a Second Grade certificate, and one watcher.
(*c*) Voyage not exceeding 8 hours from port to port.	One operator who shall hold a First or a Second Grade certificate.

(*iii*) A ship of Class III shall carry one operator who shall hold a First or a Second Grade certificate, and while at sea the operator shall always be on watch at the times specified in Schedule A to these rules.

9. *Ships of Class III to be fitted with approved automatic apparatus.*—In the event of an automatic apparatus for registering the signal of distress being approved by the Governor General in Council a ship of Class III shall be fitted with such apparatus unless the ship is employed on voyages on which normally not more than 8 hours are taken to get from one port of call to the next, but in such a case the operator shall be on watch during the whole time of the voyage.

10. *Requirements to be complied with by ships fitted with automatic apparatus.*—If fitted with automatic apparatus for registering the signal of distress approved as aforesaid :—

(*i*) A ship of Class I shall carry certificated operators in accordance with the following table and while at sea a certificated operator shall always be on watch during the times specified in Schedule A to these rules, and a watch shall be maintained at all other times either by a certificated operator, or by a watcher, or by means of the approved automatic apparatus :—

Nature of Voyage.	Number and grade of Operators.
(*a*) Voyage exceeding 48 hours from port to port.	Two operators, one of whom shall hold a First Grade certificate.
(*b*) Voyage not exceeding 48 hours from port to port.	One operator who shall hold a First or a Second Grade certificate.

(*ii*) A ship of Class II shall carry one operator who shall hold a First or a Second Grade certificate, and while at sea the operator shall be on watch during the times specified in Schedule A to these rules, and a watch shall be maintained at all other times either by an operator, or by [illegible]

(*iii*) A ship of Class III shall carry one operator who shall hold a First or a Second Grade certificate, and while at sea the operator shall be on watch during the times specified in Schedule A to these rules, and a watch shall be maintained at all other times either by an operator, or by a watcher, or by means of the approved automatic apparatus:

Provided that if a ship of Class III is fitted with an automatic apparatus for registering the signal of distress and with an automatic apparatus for registering the ship's own distinguishing signal, both of which have been approved by the Governor General in Council, the operator shall not, while the ship is more than 150 nautical miles from any coast station, be required to be on watch at the times specified in Schedule A to these rules.

11. *Qualifications of operators.*—(1) Operators shall be granted First, Second or Third Grade certificates in accordance with general or special orders of the Governor General in Council in this behalf and watchers shall be certificated by the Director General of Posts and Telegraphs.

(2) Until certificates are granted in accordance with such orders as aforesaid:—

(*i*) An operator who holds a First Class certificate of competency granted by the Director General of Posts and Telegraphs and who has had three years' experience as an operator may be employed as if he held a First Grade certificate, but if an operator holding a First Grade certificate is available an operator holding a First Class certificate shall not be so employed on a ship of Class I which is required by these rules to carry three operators.

(*ii*) An operator who holds a First or Second Class certificate of competency granted by the Director General of Posts and Telegraphs and who has had one year's experience as an operator may be employed as if he held a Second Grade certificate.

(*iii*) An operator who holds a First or Second Class certificate of competency granted by the Director General of Posts and Telegraphs and who has had less than one year's experience as an operator may be employed as if he held a Third Grade certificate.

12. *Discretion to accept certificates granted in other countries.*—A certificate granted to an operator by the Government of any part of His Majesty's Dominions or of a foreign country in pursuance of the regulations annexed to any International Radio-telegraph Convention for the time being in force may be accepted for the purpose of these rules as equivalent to a certificate of such grade as the Director General of Posts and Telegraphs may think fit by general or special order to direct.

13. *Manner in which notice should be given to the Chief Officer of Customs.*—The notice required to be given under sub-section 3 of section 4 of the Act shall be in the Form in Schedule B to these rules and a copy of every such notice shall on the same day be forwarded by the Wireless Telegraphy Inspector issuing the notice to the Chief Officer of Customs at the port concerned.

SCHEDULE A.

Times of Watch for Ships required to Carry One or Two Operators.

Zones.	Western Limit.	Eastern Limit.	Times of watch for One Operator, Greenwich Mean Time.	Times of Watch for Two Operators, Greenwich Mean Time.
A. Eastern Atlantic, Mediterranean, North Sea, Baltic, Western Arctic Sea.	Meridian of 30° W., Coast of Greenland.	Meridian of 30° E. to the South of the Coast of Africa. Eastern limit of Mediterranean, Black Sea, and of the Baltic, 30° E. to the North of Coast of Norway.	from 8 h. to 10 h. 12 h. to 14 h. 16 h. to 18 h. 20 h. to 22 h.	from 0 h. to 6 h. 8 h. to 14 h. 16 h. to 18 h. 20 h. to 22 h.
B. Indian Ocean, Eastern Arctic Sea.	Eastern Limit of Zone A.	Meridian of 90° E.	from 0 h. to 2 h. 12 h. to 14 h. 16 h. to 18 h. 20 h. to 22 h.	from 0 h. to 2 h. 4 h. to 10 h. 12 h. to 14 h. 16 h. to 18 h. 20 h. to 24 h.
C. China Sea, Western Pacific Ocean.	Eastern Limit of Zone B.	Meridian of 160° E.	from 0 h. to 2 h. 4 h. to 6 h. 12 h. to 14 h. 20 h. to 22 h.	from 0 h. to 6 h. 8 h. to 10 h. 12 h. to 14 h. 16 h. to 22 h.
D. Central Pacific Ocean.	Eastern Limit of Zone C.	Meridian of 140° W.	from 0 h. to 2 h. 4 h. to 6 h. 8 h. to 10 h. 20 h. to 22 h.	from 0 h. to 2 h. 4 h. to 6 h. 8 h. to 10 h. 12 h. to 18 h. 20 h. to 24 h.
E. Eastern Pacific Ocean.	Eastern Limit of Zone D.	Meridian of 70° W. South of the Coast of America, West Coast of America.	from 0 h. to 2 h. 4 h. to 6 h. 16 h. to 18 h. 20 h. to 22 h.	from 0 h. to 2 h. 4 h. to 6 h. 6 h. to 14 h. 16 h. to 22 h.
F. Western Atlantic Ocean and Gulf of Mexico.	Meridian of 70° W. South of the Coast of America, East Coast of America.	Meridian of 30° W., Coast of Greenland.	from 0 h. to 2 h. 12 h. to 14 h. 16 h. to 18 h. 20 h. to 22 h.	from 0 h. to 2 h. 4 h. to 10 h. 12 h. to 18 h. 20 h. to 22 h.

SCHEDULE B.

Posts and Telegraph Department.

Captain

Port of
Date

Sir,

An inspection made this day of the wireless telegraph installation on board the S. S. of which you are master, indicates that the equipment does not conform to the requirements of the Indian Wireless Telegraphy (Shipping) Act, 1920, and the licence issued by the Director General, Posts and Telegraphs, in the following particulars I am of opinion that the following steps should be taken to remedy the deficiencies

Wireless Inspector.